

Bike route planning to begin

In March 2004, bike enthusiasts from communities along the WIS 26 corridor met with WisDOT officials to discuss the importance of bicycle facilities in the corridor. Out of that meeting, a planning effort emerged.

A steering team with representatives from WisDOT and Rock, Jefferson and Dodge counties is guiding the planning effort. This latest initiative is an outgrowth of the WIS 26 corridor planning process.

Two workshops are scheduled for those interested in biking facilities in the WIS 26 corridor. At the workshops, participants will help identify options for a continuous bike route between Janesville and Watertown using existing local roads, trails and potential new links.



Both workshops will be held from 6 to 9 p.m.

Tuesday, July 20, 2004
Jefferson UW Extension
864 Collins Road
Jefferson, WI

Wednesday, July 21, 2004
Watertown Senior Center
514 S. First Street
Watertown, WI

This fall, materials showing alternatives will be prepared and distributed for comment to the public at a public information meeting and via other methods, such as local bike clubs.

Jefferson County looks at Countryside Home

The Jefferson County Board established the County Farm Task Force to look at facility options for the old Countryside Nursing Home buildings. It will also look at land use alternatives between County highways J and W and consider the implications of the proposed WIS 26 bypass route and the interchange to be located near the Countryside Home property.

Broader land use concerns on the County Farm property will also be considered in the planning process. Supervisor Steve Nass is chairing the task force.

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Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.



Thinking about intersection safety

Safety is always an important issue for a community when considering a proposal for development on or near a state highway. The highway expansion plans for WIS 26 will leave some at-grade intersections because traffic volumes currently do not warrant an overpass or interchange. However, as time passes and traffic volumes increase or safety problems develop, access at those intersections may change.

When considering development proposals, communities should make sure the proposed development is a good match for the access that will be available. Below are some general guidelines to follow:

- Highway-dependent uses such as gas stations and convenience stores should be located near interchanges. Access at these locations will be relatively safe and convenient, even if traffic volumes are high.
- If the nearest access point is an at-grade intersection in a rural area, low-volume uses, such as implement dealers and equipment distributors, would be appropriate since they would probably not be large trip generators and therefore, not likely to become a safety hazard.
- Large trip generators, such as discount stores and business parks, should be located relatively near an interchange. If the at-grade access point to which they are currently nearest closes or becomes an overpass, employees and customers will still be able to access the site safely via the nearest interchange.

Communities are encouraged to call WisDOT's District 1 planning section when considering a proposal for a development that will access the highway. Staff will meet with the community on-site to discuss the safest way to plan for access.

Contact Barbara Feeney at (608)246-3869 if you have questions about development or would like to request a meeting.



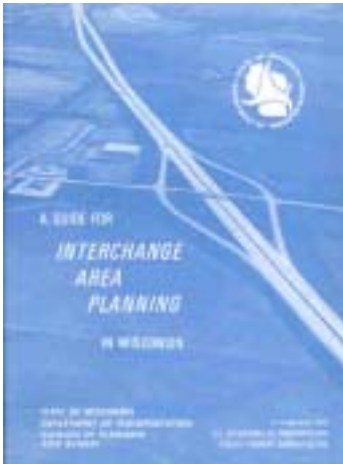
Environmental study nears completion

The WIS 26 corridor study, began in 1999, is nearing completion and WisDOT is working to resolve any remaining issues. WIS 26 access between Milton and Janesville is currently under discussion. On June 2, 2004, WisDOT Secretary Busalacchi toured the area and met with local officials to hear their concerns.

Information about the proposed improvements and proposals under consideration for the Janesville to Milton segment can be found on the project's Web site at <http://www.dot.wisconsin.gov/projects/d1/wis26/index.htm>.

WisDOT hopes to complete the environmental document this fall so that design work for the first segment can begin. A future issue of this newsletter will include the construction schedule.

From the archives



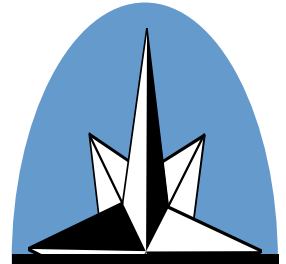
In 1985, WisDOT, in cooperation with the U.S. Department of Transportation, published *A Guide for Interchange Planning in Wisconsin*. The 37-page publication is full of information for communities to use when planning for areas near interchanges. Many issues discussed in the guide are similar to the issues discussed by local communities in the corridor planning process.

The WIS 26 project will include the construction of nine or ten new interchanges and modifications of four existing interchanges. Interchange areas can be magnets for high-quality development because of their safety and efficiency benefits. They can also be locations for unplanned, haphazard development.

The new planned interchanges are located in rural towns but within the urban service areas of adjacent incorporated communities. Communities that plan ahead, cooperatively, can maximize the benefits of highway improvements and minimize any negative effects.

WisDOT will make reproductions of the original for interested communities. Please note that some standards in the *Guide*, such as location of intersections relative to interchange areas, have changed since the *Guide* was published.

WisDOT planning staff are available to talk with communities about their plans for interchange areas. Contact Barbara Feeney at (608)246-3869, or e-mail barbara.feeney@dot.state.wi.us for more information.



WIS 26 News is available exclusively in electronic format. Notification is sent via e-mail when a new edition is available on the WisDOT Web site. To be added to the notification list, send an e-mail to WIS26News@dot.state.wi.us.